



July 24, 2015

## **COTP PORT ARTHUR**

### **Hurricane Planning Information for the Maritime Industry**

#### 1. GENERAL:

A. The Captain of the Port (COTP) Port Arthur provides information to the maritime community at the beginning of each hurricane season. You are encouraged to review this document and revise your hurricane plans accordingly. Circumstances arising during may require that the COTP make some revisions of this plan mandatory using the authority granted in 33 CFR 160 and 33 CFR 165. When this is necessary, affected parties will be notified via [Marine Safety Information Bulletin \(MSIB\)](#) and/or Broadcast Notice to Mariners (BNTM).

B. This plan is developed to assist the maritime community in the Port Arthur Captain of the Port Zone to take appropriate precautions for severe weather. Most of the preventive provisions and recommendations of this plan should be enacted prior to the onset of *sustained* gale force winds, *when hurricane conditions* (winds and surge) *are predicted to follow*. Due to the unpredictable nature of severe weather, the maritime community should plan for a worst-case scenario.

C. Ports and waterways may be closed to commercial traffic prior to the landfall of a hurricane. The closure is to ensure safety during and after severe weather when communications may be severely impacted. [The Coast Guard in conjunction with other government agencies and port partners will](#) assess hazards to navigation and [may direct](#) channel surveys prior to opening the channels. A port closure does not automatically mean that all vessels are required to leave port. Contact VTS Port Arthur to address any concerns or to request waivers.

D. As there are no "safe havens" within the zone, the COTP believes that when sustained tropical storm winds or greater are imminent, evasion at sea is the safest course of action for all seaworthy, deep-draft vessels. The low elevations along the Gulf Coast offer limited protection from strong winds. Sheltered berths and anchorages are limited within the COTP Port Arthur AOR. Communication between the Coast Guard and all maritime interests is essential in planning/preparing for severe weather.

E. Commercial ocean-going vessels and ocean-going tug/barge combinations over 500 gross tons should take early and decisive action to depart the port and evade the storm as it approaches. However, the Coast Guard recognizes that commercial oceangoing barges and their tugs (other than integrated tug barges or ITBs) may not be able to safely evade or ride out a hurricane or tropical storm at sea, depending on the track and speed of the storm. Ultimately, the responsibility for the safety of a vessel and its crew rests with the vessel's master. Therefore, unless a thorough

assessment of the situation indicates a greater level of risk to the safety of life in the port, the COTP will respect a master's decision to remain in port. **Facility operators should be advised that the COTP will not order vessels to depart the facility if doing so would unduly hazard the vessel.** Masters or agents of vessels over 500 GT unable to depart should report their intentions to the COTP. Requests to remain in port should contain detailed information about the facility where the vessel will remain moored, and an indication of whether the facility operator concurs with the request to remain.

F. Commercial vessels, including fishing vessels, less than 500 gross tons will be directed to seek shelter north of the Intracoastal Waterway on the Calcasieu River and north of Texaco Island Intersection on the Sabine-Neches Waterway.

G. Shallow draft vessels that intend to seek shelter upriver should anticipate bridges closing due to high winds and proceed upriver before being trapped on the south side of a bridge. A prudent mariner should know under what conditions the bridges in the area would close.

H. Barge fleets, particularly those carrying hazardous cargoes, should make every attempt to protect fleet populations. Upon notification of an impending hurricane and if possible, standby vessels should be positioned for quick recovery in the event of a breakaway.

## 2. PREPAREDNESS:

A. Planning Factors – The maritime community may utilize these when developing severe weather plans; ensuring full understanding of local risk factors and policies that may impact operations and preparations before, during, and after severe weather.

B. Pre-Storm Procedures – Lists specific operational restrictions and recommendations for the maritime community from the COTP. Those entities affected include terminals, facilities, marinas, owners, operators, agents, and masters of vessels. The “action items” checklists should be referred to whenever the COTP changes the Port Hurricane Condition.

C. Post Storm Procedures – Outlines the process the COTP will use to re-open the ports after passage of severe weather as well as the roles and responsibilities of the maritime community. Refer to Post Storm Procedures when making plans to re-establish operations after the passage of a storm.

D. Communications Plan – Describes how the COTP will communicate with the maritime community and how marine interests should contact the Coast Guard before, during, and after severe weather. The radio frequencies and others communication mechanisms outlined in this section should be incorporated into individual severe weather plans.

## 3. PLANNING FACTORS:

A. Tidal Surge – More damage is typically caused by tidal surge than by wind during tropical storms and hurricanes. Storm surge is therefore regarded as the greatest threat to the maritime community during severe weather. Many factors impact the storm surge that accompanies tropical storms and hurricanes.

B. Geographic Considerations – The worst natural disaster in the history of the United States impacted Galveston in 1900 and left between 6,000-8,000 dead. No areas within Sabine-Neches Waterway are considered safe hurricane havens since surrounding low topography does not provide an adequate windbreak. The Ports of Port Arthur, Beaumont, Lake Charles, and Orange do not provide suitable refuge from either hurricanes or tropical storms. In addition, the Port of Beaumont is a port of significant national interest, and every effort must be taken to minimize the damage caused by severe weather. In most cases this means that vessels or barges greater than 500 GT may not be permitted to remain anywhere within this port.

C. Vessel Sortie Policy – As there are no safe havens in the Port Arthur Captain of the Port Zone, the risk of damage to our ports is reduced when the number of commercial vessels is minimized. Accordingly, commercial ocean-going vessels and ocean-going tug/barge combinations over 500 GT will generally be encouraged to depart the port when hurricanes approach. Masters or agents of vessels unable to depart the port should contact VTS Port Arthur before Condition **YANKEE** is set for the region. Survey information that needs to be provided to the VTS is included in this pre-event plan.

#### **Vessel Sortie Recommendations**

<b>Port Hurricane Condition</b>	<b>Recommended Actions for Commercial, Oceangoing Vessels and Barges Over 200 GT</b>
<b>Condition Whiskey</b> (Alert – 72 Hrs)	Make all preparations to get underway. Set navigation and radio watch. “Dead” ships, vessels, or barges unable to put to sea must contact VTS Port Arthur. Information should be submitted prior to setting Condition X-Ray.
<b>Condition X-Ray</b> (Readiness – 48 Hrs)	All vessels should prepare to complete cargo operations and depart port within 24 hours, or when Condition Yankee is set. Vessels and barges unable to depart must contact VTS Port Arthur before setting Condition Yankee.
<b>Condition Yankee</b> (Warning – 24 Hrs)	Port is closed to incoming traffic without specific written approval of COTP. All cargo operations should be secured. All vessels are encouraged to put to sea.
<b>Condition Zulu</b> (Danger – 12 Hrs)	Port is closed. No terminal, facility, or vessel operations are permitted.

Note: The maritime community should anticipate that storm movement may accelerate and periods between Port Hurricane Conditions may be less than the 24 or 12 hours indicated above.

D. Berthing Arrangements – Most of the deep draft berths are owned or controlled by ports authorities or private terminal operators. Many have policies against berthing of vessels during severe weather, and they will typically direct vessels to depart their facility unless prior arrangements have been made. The responsibility to find a suitable lay berth to weather a storm lies with the vessel owner or agent. The COTP generally will not order a terminal operator to lay berth a vessel during severe weather.

E. Vessel Evacuations – The following factors should be considered when planning vessel evacuations:

1. Harbor Tugs – Masters and agents of deep draft vessels and tug/barges that require assistance during docking and transit should keep in mind that there might be very limited availability of harbor tugs. Vessels that postpone departure until the final hours of Port Hurricane Condition Yankee may find it difficult to schedule harbor tugs, and may experience delays that make it difficult to evade the storm at sea. Plan to depart the port early, and anticipate some scheduling conflicts caused by the simultaneous departure of many deep draft vessels.
2. As a reminder, pilots generally stop working when conditions at the sea buoy prevent safe transfer from ship to pilot boat or at the on-set of sustained gale force winds.

F. Lay-Up Vessels – No vessel will be permitted to enter or remain in lay-up status during the hurricane season, except as provided below. Vessels in lay-up during the off-season (Dec 1st– May31st) must depart port **no later than May 31st**. Layed-up vessels unable to depart before June 1 each year must obtain written permission from the COTP to remain in port. Such requests, at a minimum, shall include a lay-up plan containing specific provisions for **all categories of hurricanes**. For purposes of this policy, a vessel is considered in lay-up status if it is not operational. A vessel is considered operational only if it is manned, has valid certificates from the flag administration, and is prepared to conduct cargo operations or sail within 14 days of entering port. Vessel desiring to obtain COTP permission to remain in a lay-up status during hurricane season (1 June – 30 November) should contact MSU Port Arthur at (409) 719-5083.

#### 4. POST-STORM:

A. After hurricane passage, the Coast Guard and Army Corps of Engineers will need to make assessments of all affected areas to ensure navigation safety. MSU Port Arthur uses the following priorities for the assignment of resources, provided military contingency out-load is not in progress:

1. Restore and/or provide essential services and commodities to enhance, facilitate, and carry out efforts to support/restore public safety.
2. Security and protection of the environment.
3. Commercial interest with focus on survey and reopening of waterways.

Following the passage of a storm, portions of the Port Arthur COTP Zone may remain closed and the COTP Safety Zone may remain in effect. After a direct hit or near miss by a hurricane, it is likely that the port will remain closed while damage surveys are conducted and channels are cleared. It is also likely that some waterways will remain closed until the proper operation of bridges can be assured. If shoaling or other blockage is suspected, deep draft channels will be surveyed before they are re-opened. In addition, normal port operations may not be restored until communications and power systems are fully operational.

As soon as possible after the passage of a storm, the Coast Guard will dispatch Field Observers by land, air and water to survey the extent of damage to the port infrastructure. The COTP will also coordinate with other federal, state, and local agencies. Maritime interests can assist the COTP in re-opening the port as quickly and safely as possible. All interests should report any damage, pollution, hazard to navigation, or unsafe condition to the COTP as soon as possible and by any means available after the passage of a storm.

Specific responsibilities following the passage of a storm and a basic communications plan follow as part of this pre-event plan:

### **Post-Storm Reporting Requirements**

<b>Who</b>	<b>What</b>
<b>Terminal and Facility Operators</b>	<ol style="list-style-type: none"> <li>1. Survey facilities and report any damage, pollution, or unsafe conditions.</li> <li>2. If shoaling is suspected, ensure soundings are taken and report results.</li> <li>3. Account for all vessels and barges moored at the facility prior to the storm. Report status to COTP.</li> <li>4. Make a recommendation to the COTP regarding the operational status of your facility.</li> </ol>
<b>Barge and Barge Fleet Managers</b>	<ol style="list-style-type: none"> <li>1. Survey the barges or barge fleets. Account of all barges moored prior to the storm. Report the status of your barges, including any damage, pollution or unsafe conditions.</li> </ol>
<b>Dredge Operators</b>	<ol style="list-style-type: none"> <li>1. Survey all dredge equipment and report status to the COTP. Specifically address the availability of dredge equipment for emergency dredging if required.</li> </ol>
<b>Pilots</b>	<ol style="list-style-type: none"> <li>1. Make a recommendation to the COTP regarding the status of the main channels, the need for extensive surveys, and the timeline for re-opening the port.</li> </ol>
<b>Harbor Tug Companies</b>	<ol style="list-style-type: none"> <li>1. Survey all tugs and facilities and report and damage, pollution, or unsafe conditions. Make a recommendation to the COTP regarding the availability of tugs.</li> </ol>
<b>Masters, Agents, Operators of All Commercial Vessels Remaining In Port</b>	<ol style="list-style-type: none"> <li>1. Survey vessels and mooring facilities and report any damage, pollution or unsafe condition.</li> <li>2. Make a specific recommendation to the COTP regarding the operational status of each vessel.</li> <li>3. Make any requests for shifting berths, dead ship movements, or vessel departures as soon as possible.</li> </ol>

## COMMUNICATIONS PLAN

<b>Method</b>	<b>How Transmitted</b>	<b>When Used</b>
<b>Marine Safety Information Bulletin (MSIB)</b>	FIRSTCALL, Homeport, E-mail, & Internet	When Port Hurricane Conditions change, as needed to update status and announce meetings.
<b>Broadcast Notice To Mariners (BTM)</b>	VHF-FM Channel 16, 13, & 22A,	When Port Hurricane Conditions change and when safety zones are enforced.
<b>VTs Advisory</b>	VHF-FM Channels 65A and 01A	When Port Hurricane Conditions change and when safety zones are enforced.
<b>Landline</b> MSU Port Arthur VTs Port Arthur Station Sabine	(409) 723-6500 (409) 723-5070 (409) 971-2194	To make request, reports or inquires to the Coast Guard.  SAR ONLY
<b>Fax</b> MSU Port Arthur Station Sabine	(409) 723-6534 (409) 971-2194	To make request, reports or inquires to the Coast Guard.
<b>VHF-FM VTs Port Arthur</b>	Channel 65A & 01A	To make request, reports or inquires to the Coast Guard.

## HURRICANE PROCEDURES FOR THE MARITIME INDUSTRY

**Pre-Storm Procedures:** This section outlines the actions to be taken by maritime interests and the operational restrictions imposed by the COTP for each Port Hurricane Condition. The operational restrictions and required actions listed here are intended for the worst case; when Gale Forces Winds are predicted *and* hurricane conditions are expected to follow. In a case when less severe weather is expected, the COTP may choose lesser requirements and operational restrictions. These will be communicated to the maritime community in accordance with the Communications Plan provided in this Chapter.

<b>CONDITION: Pre-Hurricane Season</b> <b>(Page 1 of 1)</b>		<b>Set: Seasonally, 1 Dec – 31 May</b>	
Description: “Planning/Preparedness” – review and update plans. Incorporate lessons learned from previous hurricane season.			
<b>Action Items</b>			
<b>Who</b>	<b>What</b>	<b>When</b>	<b>Notes</b>
<b>All maritime interests</b>	1. Review and update hurricane plans. 2. Make recommendation to COTP for changes to this plan.	By 1 June	
<b>Operators of Oceangoing Barges &amp; Tugs</b>	1. Make arrangements with local terminal and facility operators for berthing during severe weather, if your intent is to remain in port. Provide details of these arrangements to the COTP.	By 1 June	Early planning is essential to ensure safety of tugs and barges.
<b>Vessel and Barge operators or agents</b>	1. Submit Hurricane plans for lay-up vessels and barge fleets that will be unable to depart the port when severe weather threatens.	By 1 June	

<b>CONDITION: Entire Hurricane Season (Page 1 of 1)</b>		<b>Set: Seasonally, 1 Jun – 30 Nov</b>	
Description: “Alert” – Ensure all preparations are complete to implement Heavy Weather Plans			
<b>Action Items</b>			
<b>Who</b>	<b>What</b>	<b>When</b>	<b>Notes</b>
<b>All maritime interests</b>	1. Attend Port Hurricane Meeting to review COTP Policy and requirements, and discuss any other topics of concern.	By 15 June	Scheduled by COTP
<b>Terminal &amp; Facility Operators</b>	1. Ensure all required equipment is on hand and operational. 2. Conduct tests of emergency systems, including communications and power systems. 3. Provide COTP with updated list of all vessels and barges over 500 GT moored at the facility for more than 30 days.	By 15 June	
<b>Vessel and Barge Operators</b>	1. Review vessel sortie recommendations. 2. Ensure storm moorings are in place or on hand for vessels or fleets planning to remain in port during severe weather. 3. Provide COTP with updated list of the number and size of barges and vessels over 500 GT that have been granted permission to remain in port.	By 15 June	Plans for barge fleets and lay-up vessels that are planning to remain in port should be submitted to the COTP for approval prior to setting Port Hurricane Condition Whiskey.

CONDITION: Port Condition Whiskey (Page 1 of 2)		Set: When sustained gale force winds are possible within 72 hours	
Description: “Activation” – Prepare to implement the Heavy Weather Plan			
Action Items			
Who	What	When	Notes
All maritime interests	1. Review the requirements for Port Hurricane Condition X-Ray.		
Terminal & Facility Operators	1. Ensure the open areas of docks, wharves, and piers are cleared of all potential missile hazards. 2. Notify the COTP of any labeled dangerous cargo that must remain in open areas by reason of insufficient shed space. 3. Ensure drums are banded on pallets not more than two tiers high, or laid horizontally with secure dunnage. 4. Notify COTP of any vessels or barges (over 500 GT) at the facility that may not be able to get underway within 48 Hours. 5. Ballast storage tanks.	Prior to setting Condition X-Ray	Hazardous materials should be removed from areas prone to flooding.

CONDITION: Port Hurricane Condition Whiskey (Page 2 of 2)		Set: When sustained gale force winds are possible within 72 hours	
Description: “Activation” – Prepare to implement the Heavy Weather Plan			
Action Items			
Who	What	When	Notes
Vessel and Barge (Over 500 GT) Operators, Agents, or Masters	1. Make preparations to get underway, including setting navigational watch and maintaining live radio watch on VHF-FM channel 16, 13, and 65A or 01A 83. 2. Ships and barges over 500 GT unable to get underway within 48 hours or desiring to remain in port during the storm should declare their intent and submit “Remaining in Port Checklists” to the COTP. 3. Ships and barges that have prior approval to lay-up must update their status with the COTP and implement their Hurricane Plans. 4. Review scheduled arrivals and departures to identify potential needs for assistance or possible deviations from COTP Policy.	Prior to setting Condition X-Ray	See Remaining in Port Checklist for details if intending to stay in port.  All practicable and reasonable measures must be taken to ensure vessel stability (ballasting, shifting of cargo, securing hatches)  Once Port Hurricane Condition X-Ray is set ALL Ships and Barges over 500 GT may be required to make notice of arrival to the COTP.
Dredge Operators	1. Notify COTP of current position and intentions.	Prior to setting Condition X-Ray	Dredges may be required to clear the channel and seek refuge once Port Hurricane Condition X-Ray is set.
Small Craft & Recreational Boaters	1. Take early action to evacuate the port. Vessels that can be removed from the water should be.	Prior to setting Condition X-Ray	Evacuation of small craft will become more difficult as the storm approaches.

CONDITION: Port Hurricane Condition X-Ray (Page 1 of 2)		Set: When sustained gale force winds are possible within 48 hours	
Description: “Readiness” – Implement the Heavy Weather Plan			
Action Items			
Who	What	When	Notes
All maritime interests	1. Prepare to secure all operations within 24 hours. 2. Anticipate that the storm may accelerate and that Port Hurricane Condition Yankee may be set in less than 24 hours. 3. Review the requirements for Port Hurricane Condition Yankee.		
Terminal & Facility Operators	1. Complete all cargo operations. Liquefied gas and bulk chemical ships should complete operations before condition Yankee is set. 2. Secure potential missile hazards and hazardous cargo or supplies. 3. Reduce container and pallet stacks to one high where possible. 4. Lay-up vessels should be singled-up. 5. Report any unusual or unsafe conditions to COTP.	Prior to setting Condition Yankee	
Vessel and Barge (Over 500 GT) Operators, Agents, or Masters	1. If planning to get underway, make final preparations. Ensure all required stores are aboard. 2. Vessels with permission to remain in port should secure for severe weather in accordance with the plan approved by the COTP. Notify COTP when complete. 3. Lightering and Bunkering prohibited at inshore anchorages. 4. All vessels should complete cargo transfers within 36 hours or before condition Zulu is set.	Prior to setting Condition Yankee	Ocean-going tank barges remaining in port may be required to empty cargo tanks and ballast down.  Vessels remaining in port should be manned with sufficient crew.
Operators of Inland Vessels and Vessels Less Than 500 GT	1. Make preparations to evacuate to sheltered water. Notify COTP of intentions.	Prior to setting Condition Yankee	No areas in the Port Arthur COTP Zone are considered “safe havens.”

CONDITION: Port Hurricane Condition X-Ray (Page 2 of 2)		Set: When sustained gale force winds are possible within 48 hours	
Description: “Readiness” – Implement the Heavy Weather Plan			
Action Items			
Who	What	When	Notes
Barges and Barge Fleets	1. Barge fleets moored at facilities should be reduced as much as possible. 2. Barge fleets not moored at facilities should be packed as tightly as possible and mooring secured. 3. Barge fleets should be secured in accordance with the Hurricane Plan approved by the COTP. Notify COTP when complete. 4. All barges should consider ballasting down for maximum stability.	Prior to setting Condition Yankee	
Agents, Ship and Tug Operators	1. Make notice of arrival to the COTP for all ships, tugs and barges over 500 GT. 2. Encourage vessels intending to remain in port complete the Remaining in Port Checklist.	1. At least 24 hrs prior to arrival. 2. Prior to setting Condition Yankee	
Dredge Operators	1. Remove all equipment from the waterway and seek sheltered moorings. Notify COTP when complete.	Prior to setting Condition Yankee	Dredge equipment should be moored no closer than ½ mile from any bridge.

CONDITION: Port Hurricane Condition Yankee (Page 1 of 3)		Set: When sustained gale force winds are predicted within 24 hours	
Description: “Warning” – Commerce stops, all operations are to prepare the port for severe weather.			
Action Items			
Who	What	When	Notes
All maritime interests	1. “Normal” port operations are secured. Efforts are directed toward preparation for severe weather. 2. Anticipate that the COTP will enact a safety zone prohibiting all vessel or port facility operations within 12 hours. 3. Anticipate that the storm may accelerate and that Port Hurricane Condition Zulu may be set in less than 12 hours. 4. Review the requirements for Port Hurricane Condition Zulu.	Upon the setting of Condition Yankee	The requirements for Port Hurricane Condition Yankee may be modified in cases where gale forces winds are predicted but hurricane conditions are not expected to follow.
Terminal & Facility Operators	1. Secure all cargo operations and cargo handling equipment. 2. Bulk liquid terminals should ensure that all transfer hoses and loading arms are drained, flanged, and secured. Secure valves on transfer piping leading to pier and waterfront areas in the closed position. 3. Make final survey of the facility to ensure all potential missile hazards and hazardous materials are secured. Report to COTP when complete. 4. Facilities may desire a vessel to leave their docks; the COTP will only approve this if suitable lay berth or anchorage is available.	1.Upon the setting of Condition Yankee 2. Prior to setting Condition Zulu	Shore-side storage tanks at bulk liquid facilities should be ballasted to withstand maximum winds and storm surge.  Reports to the COTP should contain a list of all vessels and barges (of any size) moored at the facility and a phone number or frequency for a point of contact during and after the storm.

CONDITION: Port Hurricane Condition Yankee (Page 2 of 3)		Set: When sustained gale force winds are predicted within 24 hours	
Description: “Warning” – Commerce stops, all operations are to prepare the port for severe weather.			
Action Items			
Who	What	When	Notes
Vessel and Barge (Over 500 GT) Operators, Agents, or Masters	1. Vessels ordered to put to sea by the COTP must depart at this time. 2. Vessels remain in port should ensure that a remaining in port checklist has been completed and submitted to VTS Port Arthur.	Upon setting Condition Yankee	The COTP may close the port when sustained winds exceed 35 knots.
Operators of Inland Vessels and Vessels Less Than 500 GT	1. Evacuate to sheltered water. Notify VTS Port Arthur of location.	Upon setting Condition Yankee	No areas in the Port Arthur COTP Zone are considered “safe havens.”  The COTP may close the port when sustained winds exceed 35 knots.
Barges and Barge Fleets	1. Report barge and fleet status to COTP.	Prior to setting Condition Zulu	Reports to COTP should include a phone number or radio frequency for a point of contact during and after the storm.  COTP will suspend all oversized tow permits.  The COTP may close the port when sustained winds exceed 35 knots.

CONDITION: Port Hurricane Condition Yankee (Page 3 of 3)		Set: When sustained gale force winds are predicted within 24 hours	
Description: “Warning” – Commerce stops, all operations are to prepare the port for severe weather.			
Action Items			
Who	What	When	Notes
Agents, Ship & Tug Operators	1. Report any delays in implementing COTP requirements or anticipated problems.	Prior to setting Condition Zulu	Reports to COTP should include a phone number or radio frequency for a point of contact during and after the storm.  The COTP may close the port when sustained winds exceed 35 knots.
Dredge Operators	1. Report status and location of all dredge equipment.	Prior to setting Condition Zulu	Report to COTP should include a phone number or radio frequency for a point of contact during and after the storm.  The COTP may close the port when sustained winds exceed 35 knots.

CONDITION: Port Hurricane Condition Zulu (Page 1 of 1)		Set: When sustained gale force winds are predicted within 12 hours and hurricane conditions are expected to follow.	
Description: “Landfall” – Final preparation and verification that all requirements are met.			
Action Items			
Who	What	When	Notes
All maritime interests	1. Make final preparations for severe weather. Ensure all operations and equipment are secure. 2. Anticipate that the storm may accelerate or slow down, and that Port Hurricane Condition Zulu will be in effect until cancelled by the COTP after passage of the storm. 3. Review the requirements for Post-Storm Procedures.	Upon the setting of Condition Zulu	The COTP may establish a safety zone that prohibits any commercial vessel transits or port facility operations without approval of the COTP. This safety zone will remain in effect until specifically lifted by the COTP.  All cargo-handling ops will be suspended
Operators of all vessels and barges remaining in port	1. Ensure that mooring are secured. Report any unusual condition or damage to the COTP as soon as possible.	Upon the setting of Condition Zulu	All cargo-handling ops will be suspended.